

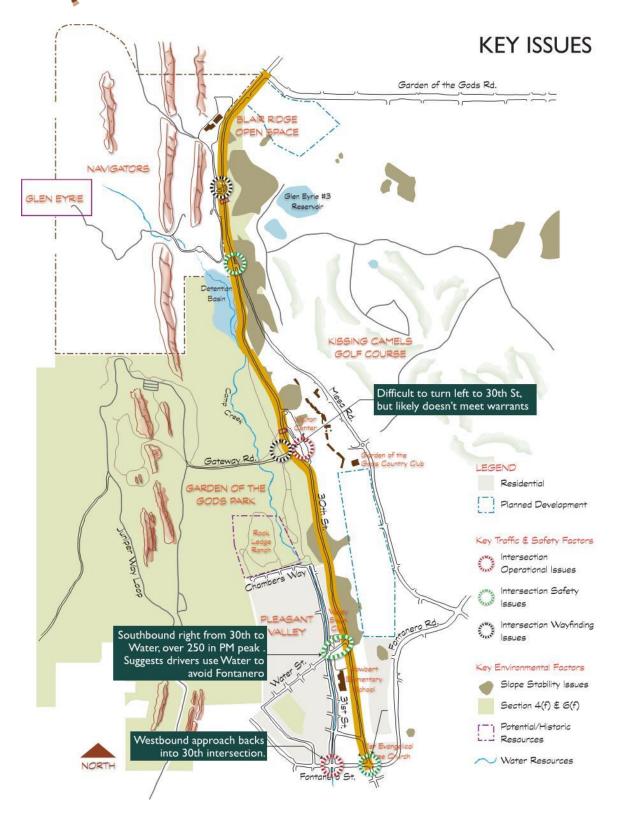
PUBLIC MEETING AGENDA

October 9, 2019
5:30 - 7 p.m.
(Presentation at 6 p.m.
followed by Table Map Discussion)

Howbert Elementary School 1023 N. 31st Street, Colorado Springs, 80904









PUBLIC MEETING AGENDA

Welcome and Introductions Lisa Bachman, Public & Stakeholder

Involvement

Project and Meeting Purpose Robin Allen, City of Colorado Springs

Project Manager

Public Involvement Lisa Bachman

The Process Robin Allen and Steve Murray, FHU

Typical Section
Soldier Pile Walls
Traffic and Congestion
Stormwater

Q & A Project Team

Wrap Up / Next Steps Lisa Bachman

Communications/Stay Informed

Table Map Discussions (please provide any input you may have directly on the maps and in a written comment form which you may leave here tonight or mail/email)

The City of Colorado Springs is developing plans for roadway improvements along 30th Street between Fontanero Street and Mesa Road. This road has been identified as a corridor with needed safety, pavement and drainage improvements that will better facilitate emergency vehicles and provide for an emergency evacuation route.

Design elements include multi-use shoulders, drainage abatement, slope stability and improving intersection geometry to address operational and safety issues. Construction for the first phase project is anticipated to begin spring 2020 and be completed by fall 2021 (Schedule subject to change).

Stay Informed:

Sign up for project update enewsletters by sending an email asking to be added to the 30th Street Corridor database to: Carolyn@bachmanpr.com

For more information about the project visit: coloradosprings.gov/30thStreet



What will 30th Street look like after this project is complete?

Over the past several months, the City and project team have been gathering input from stakeholders, property owners and organizations with interests along the corridor. Their input has helped guide the recommendations presented tonight for improvements and for addressing the issues along the 30th Street Corridor.

The project will increase the width of the road from 24 to 37 feet. The new design will allow for two 11-foot travel lanes and a 7-foot multi-use shoulder on each side. The proposed cross section was developed due to existing topography on the east (steep slopes with slope instability) and to reduce impact to existing neighborhoods on the west side of the corridor.



Please make note below of any questions you want to ask during the Q&A session.

Meeting Notes		

PROJECT CONTACTS:

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